ABSTRACT OF THE DISCLOSURE

An object of the present invention is to enable combustion to be performed through compression ignition in a following cylinder effectively, in a wider operating range, and while suppressing the occurrence of knocking. Intake air/exhaust gas flow control is performed in a partial load range of an engine such that burned gas which is discharged from an exhaust stroke side preceding cylinder of a pair of cylinders having an overlapping exhaust stroke and intake stroke is introduced as is into an intake stroke side following cylinder through an intercylinder gas channel. In an operating range set as a special operation mode, a combustion condition controller executes control such that combustion is performed in the following cylinder by means of compression ignition. In an operating condition in which knocking is likely to occur within the compression ignition range of the following cylinder, control is executed by a fuel injection controller such that the timing of fuel injection into the following cylinder is retarded relative to that of an operating condition in which knocking is unlikely to occur.